

DATE: February 16, 2021

FROM: Meg B. Pirkle, P.E., Chief Engineer
TO: Divisions of Program Delivery, Construction, Operations, Field Services, and Office of Engineering Services
SUBJECT: A+B Contract Evaluations

Given the early success of the Department's efforts with A+B contracting, also known as "time and money" contracting, Construction Division moving to refine the process and expand the consideration of project types for such contracting

In short, A+B contracting is where the Department does not establish the completion date, rather the contractor bids a number of days along with the construction cost. The days are multiplied by a road user cost and added to the construction cost for the total bid. A low bid still determines the winner of the bid. This method however allows the industry to leverage resources and other variables they consider when bidding work to the potential advantage of GDOT by competitively bidding the duration of the project.

The initial roll out of A+B Contracting included all widening/reconstruction projects to be procured using this method. This approach has been successful in reducing construction durations. Construction has worked to develop a toll to examine a broad array of projects. Conceivably, a much larger variety and number of projects may be advanced using A+B Contracting.

To facilitate timely decisions, it's important for this advancement to focus on a potential A+B delivery early in project development. Decisions made during development can influence the success, failure or need for this approach. A Very influential decision is that Public Interest Determination (PID) reported at Concept. The policy for PID (*Subject Nos. 6863-12 and 3E-1 for guidance.*) recognizes the significant impacts utility work has upon maintenance of traffic and project duration. PID further draws a sharp focus on the benefits of contractor performed utility relocations. For these reasons, it is important to create an association of PID and A+B such that the more complex the utility relocations and associated maintenance of traffic, the more critical to consider PID during the earliest stages of project development.

As key decisions are made regarding PID, they will cascade into A+B considerations. For this to become standardized, the Office of Engineering Services facilitate such discussions during PFPR. Some projects may anticipate clean simple utility relocations and A+B is easily seen as a good fit. Some projects may be the opposite, and A+B will

not make sense unless a PID is made to add the utility relocations to the contract. The PDP will be updated to include changes on A+B contracting and when the discussions about the contracting method should take place.

However, because there are many variables besides utility relocations to consider when pursuing A+B contracting, greater analysis is needed to confirm a larger more holistic view is consistently taken. The Division of Construction has developed an evaluation tool (an Excel spreadsheet) to help make this determination.

Accordingly, effective May 1, 2021, the project manager (PM) will ensure the tool is completed and turned in with ALL Preliminary, Final, and Supplemental Field Plan Review requests for the following project types; widening, reconstruction, interchange construction and reconstruction, interstate bridge replacement, new location roadway and lastly projects over \$40 million in construction cost.

The output of the tool is simply a numeric score to be recorded and shared along the path of project development. It will inform the contracting path as follows;

- If the project score is greater than 23, the project will be procured using A+B Contracting.
- If the project scores between 17 and 22, the tool and project documentation will be evaluated by the State Construction Office (SCO) to determine whether it should be procured using A+B or by completion date contracting. The SCO's recommendation will progress to the Chief Engineer for final determination.
- Any score less than 17 will be procured using a completion date contract.

Recommended exceptions to the above contracting methods will require approval of the Director of Construction. While the tool is largely self-explanatory, the SCO will provide additional information as requested.

Completed Excel workbooks and plan cover sheets shall also be emailed to the SCO using the email address: AB_contractEval@dot.ga.gov at the time they are submitted to Engineering Services. Please also include the score in the body of the email to the SCO. A+B contracting considerations will subsequently be discussed at PFPR, FFPR and any Supplemental FPR.

Please contact John Hancock, State Construction Engineer, with any questions.

Attachments

MBP:MAM:JDH

Project Evaluation for A+B Letting

1	PI #	0007526	
2	County	Fulton	
3	Bridge	Yes	
4	Offsite Detour	No	
5	Trucks %	3	
6	Workzone(WZ)	1.5	Miles
7	Posted Speed	40	MPH
8	WZ Speed	35	MPH
9	AADT	38500	
10	Cost	\$36,802,290.00	

11	LOS	C	
12	Estimated Duration	36	Months
13	Roadway Classification	Urban	
14	Grade Separation	Yes	
15	Utility Work by	Contractor	
16	Critical Impact	Yes	

Below are instructions for filling out the A+B Project Evaluation Spreadsheet.

Orange Cells: fill in project specific input

Yellow Cells: Use the drop down to select values for your project

1. PI #:
 - Input Project PI Number
2. County:
 - Input County or Counties where Project is located
3. Bridge:
 - If Project has a bridge that will be constructed within Project limits, select "Yes" from the drop down
 - If Project does not include a bridge, select "No" from the drop down
4. Offsite Detour:
 - If the Mainline will not be detoured during construction for more than 30 days and no detour plan will be included in the Project Plan set, select "No" from the drop down
 - If the Mainline is to be detoured during construction greater than 30 days, see the **"Offsite Detour Supplemental Instructions" below. Another cell will appear for detour length**
5. Trucks %:
 - Enter the "% Trucks" listed on the Cover Sheet or listed within the Concept Report.
 - **Note: this is not the 24 Hr. Truck %**
6. Work zone (WZ):
 - This is the length of the active Workzone (Begin Project to End Project) and is the "Gross Length of Project" that is listed on the Cover Sheet.
7. Posted Speed:
 - Input existing speed limit along roadway before construction begins. This can be obtained in the Concept Report.
8. WZ Speed
 - This is the anticipated reduced speed limit within the work zone.
 - See Special Provision 150.3.04.B.2 for warranted conditions and allowable speed drops
9. AADT
 - Input existing AADT. This can be obtained from the Traffic Study or Concept Report.
10. Cost:
 - Input most current Engineer's estimate amount.

11. LOS (Level of Service):
 - Input LOS for corridor. This can be obtained from the Traffic Study or Concept Report
12. Estimated Duration
 - Input estimated construction duration in months. This can be obtained from the District Construction Manager
13. Roadway Classification:
 - In drop down select “urban” or “rural” as the roadway classification listed in the Concept report
14. Grade Separation:
 - In drop down select “yes” or “no” if the project has a grade separation (i.e. interchange)
15. Utility Work by:
 - Contractor = Utility will be performed and paid for under GDOT’s construction contract
 - Owner = Utility owner will be installing utility (not in contract)
 - None = No utilities within the project limits to be relocated.
16. Critical Impact:
 - Projects having critical impacts are those that have one of the following characteristics; 2 or more public schools within 2 miles of the project. The road carries/distributes traffic to major attractions i.e., theme parks, professional sports stadiums, Georgia tourist locations. The project completes a GRIP corridor or is a designated Freight corridor.

Offsite Detour Supplemental Instructions

PI#	0007526
County	Fulton
Bridge	Yes
4 Offsite Detour	Yes
Trucks %	3
Workzone(WZ)	11 Miles
Posted Speed	40 MPH
★ Detour Speed	35 MPH
AADT	38500
Cost	\$36,802,290.00
★ ★ Detour Length	11 Miles

4. Offsite Detour:
 - Mainline is to be detoured during construction greater than 30 days, select “Yes” from drop down.
 - (*) Detour Speed: enter speed limit of roadway along detour route
 - (**) Detour Length: enter length of detour in miles.

All other cells are prepopulated

The project manager (PM) will ensure the spreadsheet is completed and turn in with ALL Field Plan Review request. Projects will be evaluated at PFPR, FFPR and any supplemental FPR

The A+B Contract Evaluation form will be located on the State Construction Office internal page.